



THE HIGHWAY

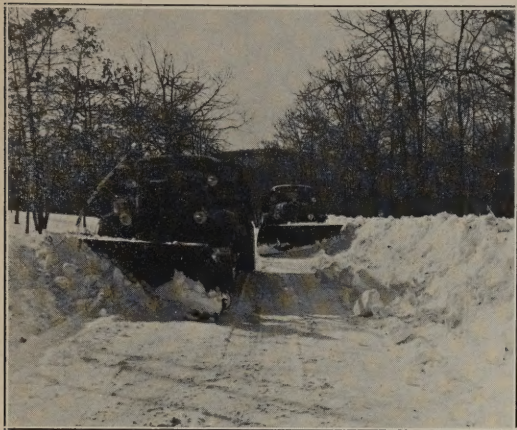


VOLUME 3 — NO. 7

TRENTON, NEW JERSEY

FEBRUARY, 1945

HEAVY GOING IN NORTH JERSEY



The above scene is typical of the job that has confronted our maintenance forces throughout the present winter. It was taken on Route S-31 in Sussex County and shows two Macks plowing their way along a section which had been opened some time before. In many locations it was necessary to call upon rotaries and large 4-wheel drive equipment to buck huge drifts. The winter of 1944-45 will long be remembered as a particularly hard one.

10-Ft. Snowdrifts Blocked Roads in Sussex County

Highway Forces Open State, County and Township Roads Under Difficulties

Although the full story of this year's snow removal in North Jersey will not be told for a long time to come, a good idea of the hardships encountered in Sussex County can be gathered by having a five minute talk with Foreman Joe Henry of the Maintenance Division.

Joe was in charge of a squad that cleared State Highways by night and county and township roads during the daytime. They had at their disposal about every type of modern snow removal equipment including tractors, rotaries and 4-wheel driven plows, but when drifts are higher than the trucks it still remains quite a job. One such drift, 75-feet in length, required over half an hour to go through with a huge rotary plow.

Wantage and West Milford Townships were particularly hard hit and it was practically necessary to dig this section of Sussex County from under its heavy blanket of snow. The same condition applied to most of the county roads in this vicinity.

Work Around The Clock

The group who comprised this rescue squad were Larry Lore, Frank Montgomery, Voorhees Breese, Thomas Gadsby, Pat Rimo, George Smith, Jack Whitlock, Horace Kane, Clarence Scales and Mike Lesnak.

On one occasion this hardy band worked a 20-hour stretch, and then, with but four hours sleep, went back at it for another 15 hours. And anyone familiar with Sussex County temperatures will know what a nice little outing that must have been.

Due to the fact that these men are all veterans of the Equipment Division, it was possible to make all manner of repairs on the spot. This saved much valuable time for even the best of equipment breaks down under the constant day and night pounding received on that occasion.

Foreman Sidney Webster and his men, who cleared the adjacent highways, should also come in for a word of praise, not only for the manner in which they tackled the job of clearing their own sections, but for the fine cooperation they gave to Foreman Henry and his crew.

Blue Star Drive Given Recognition By Legislature

Joint Resolution Officially Approves Highway As Memorial

Blue Star Drive received official recognition on January 25th when the Legislature passed a joint resolution approving State Highway Route 29 through Union and Somerset Counties as a memorial to New Jersey's 400,000 men and women in the Armed Forces. The resolution was introduced by Senators Pascoe and Pyne, through whose counties this scenic section of highway passes.

On February 8th, Governor Edge presented Mrs. Vance R. Hood, Chairman of the Blue Star Drive Committee, with the pen he used in signing the joint resolution at a ceremony held in the Governor's office in the State House.

On this occasion Governor Edge said, "It is with great pleasure that I present to the Garden Club of New Jersey the pen I used in designating the Blue Star Drive as a living memorial to the 400,000 New Jersey men and women in the Armed Services."

"You have appropriately chosen the name 'Blue Star' significant of the Service Flag emblem that is now a treasured possession in so many of our homes."

"The selection of Route 29 in Somerset and Union Counties for planting flowering dogwood trees will make this Blue Star Drive a National shrine on an artery of transcontinental travel. It will be a perpetual inspiration for us and the visitors within our gates to sustain the ideals preserved by the sacrifices of our own men and women on battlefronts throughout the world."

"I am aware that you have the cooperation of Highway Commissioner Miller who is particularly active in his program for beautifying our highways and memorials."

Trees for Highwaymen

Members of the Highway Department, following the example of industrial organizations and other groups throughout New Jersey in recognizing their employees now in the Armed Forces, have contributed the sum of \$297.00 to date for the planting of trees on Blue Star Drive. It is expected that when all contributions are received it will be possible to plant a tree for every name on our Honor Roll.

WHEN SERVICEMEN RETURN

I happened to be in New York City on the "False Armistice Day" at the end of the last war. The city went crazy with joy, believing the war was over. It was actually several days later before the Armistice was declared. I rode down Fifth Avenue on the back of a car belonging to a Lieutenant in my outfit, and women rushed out into the street and kissed us! It was quite a celebration, but the feeling I had all through it was that while we were heroes today, we would be taxpayers' liabilities tomorrow.

Soldiers at the end of their service — particularly those who have seen a lot of front line action, do not shed their experiences when they take off their uniforms. They may look the same to us civilians, but underneath they are very different from the men we knew before they joined up. They feel "separated" from us; they know we don't understand what they have been through; they have the desire to be with their buddies who do understand.

The life they have been leading has forced them to react instantly, to any threat of danger — they wouldn't be alive if they didn't. A friend of mine spent his leave with me when he returned from two years in the South Pacific and he told me that coming across the country from the West Coast he was asleep in his seat in the Pullman. One of his close companions took hold of his shoulder to awaken him for lunch, and when my friend woke up he found he had thrown his companion across the car and was trying to choke him. "I had no idea what happened. My friend grabbed hold of me, and before I knew it, I had him down. Please realize that for two years I have been sleeping with a knife in my hand. The Japs on Bougainville used to creep into our camp at night and try to get us in our sleep."

One morning when I woke my friend up — and you can be sure I only stuck my head in the room when I did it — he landed on both feet in the middle of the room with his fists up.

I tell about this to give you an idea of what a different life these men have been leading, and to explain why they don't react like civilians. It is well for us civilians to know such things and to try to appreciate them and remember them.

Many soldiers will not want to talk about their experiences — they want to forget them — so don't nag them with questions about what they have gone through. They have seen more death, horror and destruction in one day than we shall ever see in a life time.

Soldiers — and when I say soldiers I of course include all service men — who have been in foreign service have been thinking of their homes, their families and friends, their jobs, etc., as being exactly as they were when they left them. They have been dreaming about coming home to just what they left. It will be a shock to them to find out that all of these things are not just the same. War and the passage of time have naturally brought many changes at home. Keep in mind that the returning service men are trying to adjust their ideas of what they have been thinking home was like to what it actually is. Many of them will be confused in their minds, and disappointed, and feel lonely among us until they can get caught up with things. Suppose you were suddenly taken away from your daily life and set down in the front lines with a shovel and a gun. The change would be no greater than it will be for the soldier brought back to the world we live in.

I suggest that all of us in the Highway Department think these things over carefully and remember them. Treat our returning service men with the respect they deserve. Be friendly but not inquisitive. Be patient when they are moody and want to be left alone. If some of them have been wounded, let them forget it — they don't want to be reminded of it, no matter how kind and generous your impulses may be. Some of them will have forgotten many of the details of their jobs; help them pick up their work again, patiently. Many of them will have had much more responsible jobs in the service than they will return to in the department. You must remember this if they should seem dissatisfied and unhappy.

I don't want to paint this picture worse than it will be — nor do I want to discourage our men overseas when they read this. Many of them do not yet realize what the change back to civilian life may bring in the way of problems which time will surely solve. But I do want to prepare my fellow employees in the Highway Department to meet the returning service man with some understanding of his feelings, so that he may pick up his new civilian life as quickly and easily as possible.

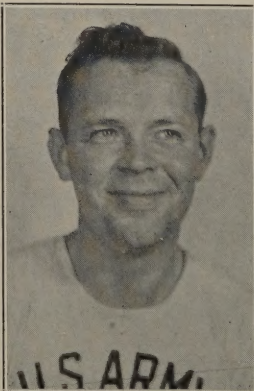
EUGENE V. CONNETT,
Administrative Assistant

Hudson Dies in England

The family of Staff Sgt. William Abbott Hudson, 37, of 25 LaSalle Avenue, Trenton, has received notification of his death in England where he was serving with the Air Force as a flight engineer. It is understood that death occurred from natural causes although he had many times risked his life in bombing missions over Europe.

Bill, as he was known to his many friends throughout the Highway, came to the Department in August, 1935 as a member of the newly formed Electrical Division. Possessed of unusual mechanical ability he soon rose to the position of foreman in charge of electrical installations, a position he left to join the Air Corps.

Sgt. Hudson is survived by his parents, Dr. and Mrs. C. S. Hudson, and two sisters, Sally A. and Mrs. Alice Hughes to whom the sympathies of the entire Department are extended.



SGT. ABBOTT HUDSON

Men Overseas to Get The Highway Via Air Mail

Employers Cooperate to Speed Delivery to Far-off Battlelines

Highwaymen now serving overseas with the Armed Forces of the United States will receive THE HIGHWAY by airmail if sufficient funds are made available as the result of donations now being received for that purpose.

Under the present system of mailing the paper it often develops that many months elapse between the date it is posted and the time it is received at some out-of-the-way battle front. As a result, our fighting men often go long periods of time without word from the Department and then receive several issues at one mail call.

At the present time there are 217 former employees serving overseas to whom THE HIGHWAY is sent each month. To give them the advantage of receiving the paper monthly by airmail, regardless of where they are located, would cost \$1.08 a year per man, or a total of \$234.36.

If you have not been contacted already, the chances are that you will soon be afforded an opportunity of helping out in this venture to the men whose names appear on our honor roll. They deserve every consideration we can show them and State Highway funds are not available for this purpose.

To Elect Officers At March Meeting

The Equipment Division Social and Welfare Assoc. announces that an election of officers for the coming year will be held at their March meeting at the Hamilton Fire Company. The date of this meeting has not been set due to the uncertainties of snow removal work. President Fred Brooks said that notification would be given the members at a later date.

Nominated for consideration at the next meeting are: for president, Ambrose McLaughlin; vice president, Clarence Becker; secretary, Al Getz and Al Leuchter; treasurer, Wm. McClure; financial secretary, Steve Barnocky.

These men were nominated from the floor at the last meeting. The only contest on the ballot occurs for the position of secretary.

Bond Purchases May Be Revised

In response to many requests, the payroll deduction plan of War Bond purchases will be reopened for the purpose of allowing employees not yet enrolled to do so, or of allowing those now buying bonds by this method to increase the commitments.

In order that every man and woman in the Highway Department may have the opportunity of revising the amount of their bond purchases, a committee under the chairmanship of George A. Hefferman of the Bridge Division will make a thorough canvass of every division.

Assisting Hefferman in this work are: Clyde Case, Kenneth Craft, George Cubberly, Edward Drake, Arthur Egan, Charles Fearnley, Harry Lefterson, John Marren, Robert Martin, Edvard McDardell, E. J. Palmer, Thomas Stephan, and W. R. Wildblood.

It has been disclosed that at present only about 50% of Highway employees originally signed up for the payroll deduction plan of War Bond purchases. At the present rate of purchase, according to Hefferman, this amounts to less than \$50,000 a year for the entire Department. It is felt that this figure will be materially increased by re-opening enrollment at this time.

THE HIGHWAY

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In the Interests of Its Employees

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Four Letters.

The following four letters might well be read in connection with Mr. Eugene V. Connett's article entitled, "When Servicemen Return." They were received by the men in the Flemington office from their former co-worker, Capt. Fred Foster.

France
August 24, 1944

Hello to the Flemington Gang:

I don't know who sent me the Highway News as I have thrown away the envelope, but thanks to whoever it was as it sure is good to read about the old gang...

You all can see from the heading that after the long years of training we have made the grade and are now in it up to our ears. It looks to me though—from what little news we get here—that this war will soon be over and I don't mean maybe when I say I sure will be glad to get back.

This is the first chance I have had to write in quite a long time as it has been—not early to bed and early to rise—but just, no bed.

I sure will be glad to get back and see you all again. Tell the folks down at the drug store to save me a large frosted milk shake as I sure will want one.

Best of luck to you all.

Fred.

England

Nov. 21, 1944

Dear Gang:

... You may have noticed from the return address that I am in a hospital in England. Last Sept. 24, a mine blew up under my peep, turned it over and broke my left leg below the knee and wounded my right foot carrying away several of the bones, it also gave me some scalp wounds on the left side of my head. The Doctor says that my left leg will be out of the cast in another month, but my right foot will be a year before I can walk on it, may be stiff then. He expects to send me back to the States in the not too distant future, so I may be getting to see you and the boys again.

Give my regards to the office and all of the gang.

Best of luck to you and everyone.

Fred.

England

Dec. 24, 1944

Hello Gang:

Received your letter today and it was darn nice to receive it.

I think I wrote Sam (Bullock) some time ago, but the mails are sure slow so I guess the grapevine is faster than the mail.

The latest is they had to take off my right foot as the circulation wasn't good and the bones of the heel had been carried away. The stump has been in traction, but I expect them to take it off this coming Thursday and I hope shortly after that they will send me to a hospital in the States and some time after that back to work and it sure will be great to get back.

I'll bet McCann, Krauss, Ehrenfeld, King sure had a lot of stories to tell.

Thanks a lot for the letter and a Merry Christmas and a Happy New Year to all of you.

Fred.

Atlantic City
Jan. 27, 1945

Hi Ya Gang:

Keep those tapes and instruments cleaned up and oiled because I think I will be back using them in the near future.

I left England on the 1st of January and arrived at Mitchell Field, Long Island, on the eleventh. We crossed the channel to the outskirts of Paris by C 47 and had to lay over there for a week because of bad weather, then we came by C 54 to the Azores—Bermuda—Long Island—and then by C 47 to here.

I have one more operation to take before I get a new leg, but several more weeks ought to see me out of bed and walking around.

It sure is nice to be spending the winter at the playground of the world, I only have to look out of the window to see the ocean. Anyway keep on the ball because I hope to be up there checking up on you in the near future.

Best of everything to all of the boys.

Fred.

Highway Honor Roll



News from Our Men In the Service



WARREN AND DIXIE

Cpl. Warren Eltonhead, formerly of the traffic line painting crew, is now stationed at Assam, India, with the 377th Service Squadron, Army Air Corps. In a recent letter to Earl Storer, Warren enclosed the above picture taken after a championship playoff baseball game between Warren's outfit and a rival squadron. Warren is the second from the left and the bare-chested gentleman in the center none other than our old friend Dixie Walker of Brooklyn Dodger fame. Dixie, together with Luke Sewell, manager of the Champion St. Louis Browns, and Paul Waner umpired the game. Warren came through in fine style during the game, cracking out two doubles, driving in two runs and scoring three. All in vain, however, as his team was beaten 9 to 5. (Please note that Warren figured in all 5 of his team's runs. Maybe Luke Sewell can use another third baseman.) Warren carefully explains that all of this baseball is strictly on his own time, and that they have plenty to do by way of duties. He sends his regards to his many friends in the Department and would like to hear from them, as he has been in the service since August, 1942. His present address is: Cpl. Warren Eltonhead, 32077869, 377th Service Squadron — 51st Ser. Grp. APO 629, c/o Postmaster, New York, N. Y.

Capt. Robert C. Newman, formerly of the Cranbury office of Survey and Plans, recently visited his home in Belmar on a 21-day leave. Bob is a pilot with the Air Transport Command and had just returned after a 20 months tour of duty in the China-Burma-India theatre. While there, he flew many trips over the famous hump into China.

Capt. Newman enlisted in the Air Corps in July 1941 and was called to active duty in January 1942. He received his basic training at Maxwell Field, Ala. From there he was sent to Elgin Field and later to Greenville Army Flying School. He took his advanced training and received his wings at Craig Field in Selma, Ala., on Nov. 10, 1942.

Immediately after graduation he was with the American Airlines for three months before being sent overseas in April, 1943. On February 1st, Captain Newman reported to Long Beach, Calif., for duty with the 556th army airforce base unit of the air transport command.

Sees Lots of Action

Sgt. James Bruthers is one man who knows what it takes to keep an army moving. As a member of an ordnance company he landed in



SGT. JAMES BRUTHERS

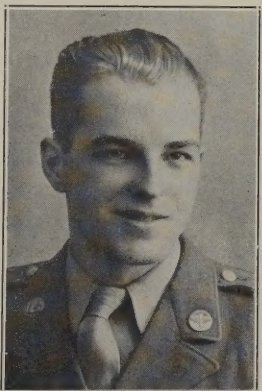
France on D-Day and fought his way across that country and Belgium, supplying front-line troops with ammunition and other necessities.

Bruthers is a veteran of 11 years service with the white line crew under Foreman Jack Carr, Jr. He entered the service on March 11, 1942, and trained in camps in many sections of the country before embarking for overseas. His present address is:

Sgt. James Bruthers, 33249163
202 Ord. Dep Co.
APO 230, c/o Postmaster,
New York, N. Y.

Likes The Highway

From nearby Fort Dix Sgt. Ralph E. Vanaman, a former Traffic Enumerator with the Electrical Division, writes to say, "Although I only worked for the Department for six months which wasn't long enough to get acquainted, I really enjoy reading THE HIGHWAY and appreciate having it sent to me. Since I haven't been overseas there is really nothing exciting to tell of my doings in the Army. It just happens that I have a specialty that is considered important enough to keep me in the States." Ralph's address is: 20th Co., 1245th SCSS, Separation Center, Fort Dix, N. J.



CPL. ALCAID WRIGHT, Jr.

Cpl. Alcaid Wright, Jr., who formerly worked in the traffic line painting crew under Foreman Howard Ziegler, and son of Alcaid, Sr., Supervisor with the Electrical Division, is now on active service somewhere in England. Al joined the Army in January, 1943, and received his basic training at Atlantic City. From there he was sent to the A.A.F.T. School at Denver, Colo., and thence to Salt Lake City, Utah. After a short training period, he was sent to Rapid City, S. D., and there attached to his present squadron. From Rapid City he moved into Harvard, Nebr., and in November, 1943, moved east to a P.O.E. and went overseas arriving in England on December 3rd, his 21st birthday. Cpl. Wright's group is eligible to wear one combat star and the Presidential Citation Ribbon over their right breasts. His present address is: Cpl. Alcaid Wright, Jr., 32486997, 708th Bomb. Sqd. 447th Bomb. Grp., APO 559, c/o Postmaster, New York, N. Y.

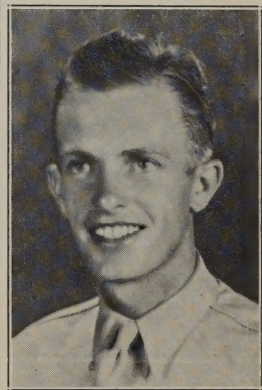
PROMOTED

Word comes from an Eighth Air Force Liberator Station in England to say that **Albert R. Bein** of Howard Sweet's Landscape crew has been promoted from Sergeant to Staff Sergeant "for his efficiency in the performance of his duties as a sergeant major and also as secretary to the commanding officer."

Sgt. Bein entered the service in February, 1943 and prior to going overseas in October, 1943 he attended an army administration school at South Dakota State College.

Capt. **Ciro P. Mastronardy** sends word that his latest service address is: O-315115, 251st AAA Group, APO 70, c/o Postmaster, San Francisco, Calif. Sorry we have no other word to report at this time other than that Capt. Mastronardy entered the service in March, 1942, at which time he was employed in the Maintenance Division with the late William Hagen.

Pvt. **James G. Rich**, a former member of the Maintenance Division from November, 1930, until he entered war work in December, 1942, is at present somewhere in France. Jim joined the Army on December 31, 1943, and received his basic training in the Medical Replacement Training Center,



PVT. JAMES RICH

Camp Berkeley, Texas. He was attached to the 193rd General Hospital unit which went overseas in November, 1944. Prior to his present location in France, he had been stationed in England and Scotland. During his employment with this Department, he worked in the sign erection and repair crew under Foreman Horace Carl. His present address: Pvt. James G. Rich, No. 42082277, 193rd General Hospital, APO No. 350, c/o Postmaster, New York, New York.

Cpl. **Charles J. Doherty**, of the Trenton Maintenance office before his entry into the Army, is now a member of the Air Force at Stout Field, Indianapolis, where he is engaged in administrative and personnel work.



CPL. CHARLES DOHERTY

At the time Charlie paid his many friends in the Highway Department a visit he was enjoying a 15-day furlough, the first in many months.

Prior to his present assignment, Cpl. Doherty took basic training at Keesler Field, Miss., went to training school at Fargo, N. D., and spent some time at the Sedalia Army Air Field at Knobnoster, Mo. You can see by this that he has seen quite a portion of the U. S.

EQUIPMENT ITEMS

JAMES O'ROURKE

We hear that Carl Williams of Merchantville Garage has a pretty good one-man band and is an expert at beating the drum. This is resented by **Jack Rochford** who, while not a one-man band, beats the drum and with his two compatriots gives a very good exhibition of McNamara's band in action. Jack issues a challenge to Carl to study his stuff at the next meeting of the Fernwood Social & Welfare Association.

Word has been received officially from Washington by **Jack Brower**, Fernwood Auditor, that his son, Lieut. Ross Brower, who was a navigator on a B24 Bomber, listed as missing in action for over 6 months, is now known to have been killed in action. Lieut. Ross was twenty-two years of age and a graduate of Rutgers University, class of 1943. After graduation, he entered the Army Air Force and received his commission at San Marcos Field, Texas, in March of 1944. He sailed for the European War Zone early in June, 1944, and went into combat shortly after his arrival. All in the Highway Department join in extending their sympathies to the Brower family in their hour of sorrow.

Morgan VanHise received a very interesting letter from his youngest boy, Bill, in which he described his emotions the first time he was under fire in the recent Belgium bulge. It brought back fond memories to Van himself, who served overseas in World War I for over 13 months as a member of the Air Service. Van's other son, Morgan, Jr., is a lieutenant assigned as a fighter pilot with the 8th Combat Carrier Squadron. He recently met **Jack Bouden** of Fernwood at one of the advanced air bases in Netherlands East Indies and enjoyed a nice visit.

Paul Sines, Equipment operator, has just been notified that his son, Jack, has been wounded for the third time and is back again at a base hospital in England. Paul's service flag now has five stars representing five of his six boys in the service.

Harry Buscher, Fernwood mechanic, has now become a property owner with all the comforts and obligations that go with it, having purchased a new home on So. Clinton Avenue in Trenton.

The sympathies of the Department are extended to **Henry Resch**, Equipment Operator, upon the death of his mother who passed away at her home in Clifton after a short illness.

Also to the family of **Mrs. Carolina Mary DiBello** of Newark, who was employed as a building cleaner at Newark Garage and was stricken very suddenly and passed away on February 1st.

Ray Tantom reports that his son, Dick, 13, sustained a fractured leg while sledding on January 21st. After a short stay in Mercer Hospital, the boy returned to his home where he is now recuperating.

Jack McKeever had his two sons together recently when Tom, on his way to the Pacific for a second crack at the Japs, stopped off for a week-end at about the time John walked in on a 30-day furlough after two years in the Pacific. Jack himself, is an old navy man and gets many a kick out of the stories they swap.

Harry Williams

Harry Williams, veteran landscape worker in Foreman Frank Vail's crew, died Tuesday, February 6th, at his residence, 875 Brunswick Avenue, Trenton. Harry, who is perhaps best remembered by the Fernwood Victory Gardeners as Assistant Nursery Caretaker, to **Tony Russo** at the Fernwood Nursery had been employed by the Landscape Division almost from the time of its inception back in 1931. His record was one of faithful and conscientious service and his death leaves a void in his crew which will be hard to fill.

He is survived by a brother-in-law, **Thomas R. Brennan**, who is employed by the Equipment Division at Fernwood, and several nieces and nephews. To them we extend every sympathy.

Volunteer Services to Trenton Hospitals



This uniformed group of Highwaymen are members of the USAAC Emergency Corps, an organization which is operating units in most of the large hospitals in New York and northern New Jersey and which plans to extend their services throughout the State. Once a week these men volunteer their services to one of the Trenton hospitals from 7 p. m. to 7 a. m. During this tour of duty they drive ambulances, help in the accident wards and assist the medical and nursing staff as assigned.

In the above photo, in the front row, l. to r. are: Capt. John I. Gleekman, Capt. Alex Rust, and M/Sgt. Andrew Vollman. In the rear row, from the left are: Sgt. Jake Wyckoff, Sgt. Robert Kreps, Sgt. Michael Lesnak and Sgt. Armand Schleter, who is at present on leave with the Merchant Marine. T/Sgt. Homer Rodgers is also a member of the Unit, but he was unable to be present at the time the picture was taken.

The USAAC Emergency Corps is in the midst of a recruiting program for this much-needed work. Anyone desiring information regarding enrollment in this organization can obtain same by writing to Lt. Albert J. Bauhaus in care of Mercer Hospital, Trenton.

PLANNING SURVEY

JOHN CHRISTIANO

The cold spell certainly brought out the versatility of our Highway Engineers. With **Juan Delgado's** radiator out of commission, the boys turned into heating engineers and before long **Dick Hawthorne** had it working. Thanks, Dick.

Senior Bridge Inspector **Harry Bergen**, loaned to this office, expects to join **Mr. Vail**, Resident Bridge Engineer, on the Sussex boring job next month.

Joe Natale had a birthday recently. Joe says he forgot to bring in the Scotch. . . **Jimmy Schuster**, formerly of this office, is now in Paris with the O. D. T. . . Our genial **Walter J. Yucho** is now a member of the U. S. Coast Guard Reserve. . . **Otto Fritzsche**, Neil MacDougall's able assistant, is now in charge of the Traffic Department during the absence of **Wesley Bellis**. . . while **Harry Stover**, "the Legion Man" from Morristown, is now Neil MacDougall's assistant. Swell fellows, Otto and Harry.

The Department extends its sympathies to the families of **Joseph Bruno**, Construction Division, and **Al Desimone**, Survey and Plans branches in action.

The orchid this month goes to **Tommy Dole**, Custodian of the Newark Building. Tommy is seeing that the inside of the building is beginning to look like an office. Keep up the good work, Tommy.

Sgt. Eddie Fillippone writes from Netherlands, East Indies, that he can't wait to get back on the concrete mixer.

All this snow is right down **Louise Becker's** alley. Louise rode a practice run on the Lake Placid bobsled run with the Olympic Team.

Mr. Johannesson, "Chief" of our Bureau, after leaving the Newark Office recently, attended the Annual Meeting of the American Society of Civil Engineers and a dinner given by the Institute of Traffic Engineers in New York.

Ed Strack, whose hobby is acquiring woods and bonds, is burning wood these days due to the shortage of coal.

We all know **Tony Amabile** is a nice fellow, but we wish he wouldn't keep **Lou Harvey** and **Johnny Christiano** supplied with imported cigars.

Word has come through that **Helen Tallon** expects to pay us a visit at this office in the very near future. She is one girl that is always welcome.

The Department's sympathy to **Miss Franke** and her sister, **Miss Franke's** brother-in-law passed away January 30, 1945.

Suggestion System Praised by Hays

As a division head and a former member of the Suggestion Committee, I have had an excellent opportunity to see at first hand the many benefits that have come to the Department as a whole and to my division in particular from the suggestions of employees in every field of activity.

I have further witnessed the exhaustive manner in which these suggestions are studied before final action is taken as well as the way in which division heads and others have cooperated in investigating all possibilities of an idea before passing upon it.

Because of this I am glad to take this opportunity of urging all men and women in the State Highway Department to use the Suggestion Box. Especially do I recommend it to the members of the Electrical Division who have already established a fine record to date by submitting a total of 27 suggestions, of which 7 have been accepted, and 4 are now being evaluated.

The Certificate of Merit awards bestowed by Commissioner Miller, the War Bond awards of the Ten Year Club and Bridge Division Club, as well as other awards which I believe will be announced in the near future, should offer incentives to all to participate in the Suggestion System.

James L. Hays,
Electrical Engineer.

ADMINISTRATION DIVISION

ARTHUR EGAN

Charles A. Hurley has received word from his son, Sgt. Chas., Jr., of his safe arrival in India. Sgt. Hurley was subjected to a vigorous training course at Fort Douglas, Iowa, before being flown to India. His final destination is not known at this time.

Congratulations are in order for Mr. and Mrs. **Sigvald Johnnesson** who recently celebrated 35 years of wedded life. We wish them many more happy anniversaries.

Our sincere sympathy is extended to **Charley Kuhn**. While getting into his car on one those icy days he slipped and injured his ankle. The ankle was so swollen that a cast could not be applied for many days. We are glad to report that the injury is now mending satisfactorily and we hope to see him around again soon.

A call was recently received by the Cost Department for blood donors to give a transfusion to the mother of **Betty Orosz**, who was to undergo a serious operation. Many members responded to the call and **Bill Ward** and **Jim Corle**, having the correct type of blood, were chosen. Both Bill and Jim are members of the Red Cross Gal. lon Club and expect to make another deposit at the next blood bank. Congratulations.

CHATTER: We are pleased to report that **Paul Cranmer**, who has been ill, is on the mend and expects to be back on the job shortly. . . **Charley Engenach** spent his vacation helping out the war effort

by working at the Philco Plant. . . **Harold Rice** has been enjoying the excellent iceboating on the Shrewsbury River this season. . . You can't keep a good man down. **Elgin Mayer** down because they were unable to tap the vein in his arm, he hopped a bus for Philadelphia and made his deposit there. We believe that this is the 15th pint Lem has donated. . . **Coast Guardsman Harold Jemison** has been having tough going getting back and forth to his station on Island Beach during this severe winter. However, Jemmy has been present at all the roll calls. . . We notice **Johnny Egan** studying time tables again. Where to now, John, Vancouver or Palm Springs. . . We know that your M. C.'s (Bless 'em) are covering the wedding of **Betty Orosz**, but we think it fitting that we extend to her the heartiest congratulations and best wishes of the Administration Division.

John Moore's son was the recent winner of the oratorical contest at Trenton Central High School. John says that the difference between him and his offspring is that the latter talks sense. There are times when we are inclined to agree with John.

Bill Cramer is so much like the popular idea of how a legislator should look that he has been forced to avoid the State House on those days when the Legislature meets. Bill says that people he never saw before were shaking hands with him and asking him how he felt. Bill wants it known that he feels fine.

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APPROACHES TO PASSAIC RIVER BRIDGE



The unusual view seen above was taken by John Kilpatrick of the Electrical Division while on a recent trip to the top of the Passaic River high-level lift bridge. In the background can be seen the Pulaski Skyway as it stretches across the meadows toward Newark.

Your M. C. presents— THE LADIES... Bless Them

"In the Spring a young man's fancy lightly turns to thoughts of love" . . . Albeit a little premature, the fact is nonetheless evidenced by our announcement of the forthcoming marriage of **Betty Orosz** to **Corporal Joseph Durisin**. Corporal Durisin has been stationed in Texas, but his next assignment is to Fort Meade, Md. We take this opportunity to extend to them our best wishes for their happiness.

"Forget all the princes and marry a 'King'" were, in effect, the words of the verse presented to **Grace Reed** with her gift at the Bridge Division Christmas party. What would be more natural, therefore, than to hear that Grace has received a beautiful engagement ring from Major William King, now at Fort Knox, Ky. Our heartiest congratulations!

We are happy to have **Leah Jaekels** back with us again and glad to learn that her husband, Fred, has safely reached his destination . . . somewhere in Italy.

The Projects Division has been favored with the addition of a little Scotch lassie by the name of **Peggy Cullen**. Peggy was born in Glasgow, Scotland, not so many years ago, and it is with pleasure that we welcome her to the Highway.

LaRaine Birch, of Compensation & Claims Division, was a recent visitor to New York, as was **Eileen Logan** who attended her brother's wedding there.

Jack Maley's gifts to his wife, **Evelyn Maley**, are as frequent as they are unusual and lovely. She added to her collection recently, a bracelet of coins.

Your "M.C." wishes a speedy recovery to **Anna Manion** and looks forward to her early return to the Department.

Katherine Applegate, formerly with this Department and now connected with the Department of Institutions and Agencies, was entertained at a dinner party in honor of her birthday at the Stacy-Trent Nymph Room. Her hostesses were **Helen Tallon**, **Kathryn Laughry**, **Mary Massarotti**, **LaRaine Birch** and **Marion Hester**.

As we go to press, it is with deep regret that your columnist reports the death of **Mabel Bean's** father. In behalf of all her friends of the Highway heartfelt sympathies are extended.

Suggestion Box Accepts 3 Ideas In Past Month

During the past month the Suggestion Committee accepted three suggestions dealing with diversified subjects. The first of these was submitted by **Charles H. Weller** of the Maintenance Division, who suggested a redesign of approach slabs as a result of his experience with slab failures during mud-jacking operations.

A sub-committee consisting of **F. D. Woodruff**, **L. C. Petersen**, **H. D. Robbins** and **Wm. VanBreenen**, appointed by Acting State Highway Engineer **C. F. Bedwell**, studied the problem and submitted a design incorporating a standard 18" approach slab and a transition slab with dummy joints. The new design will be used in future construction.

Armand Innocenzi of the Electrical Division suggested the installation of safety switch boxes at all traffic circles. The Committee passed upon this suggestion after investigating the matter thoroughly with **Mr. James L. Hays** of that Division. It is understood that new construction will incorporate the suggested switch boxes and that existing circles will be so equipped when present critical materials become available.

The third accepted suggestion was submitted by **Stanley Lukasiewicz**, also of the Electrical Division. This suggestion advocated the placing of warning signs on the traffic gates of drawbridges. As a result of this suggestion, a sign of the type advocated will be installed for experimental purposes.

State Highway Victory Gardens Made Available for Third Successive Year

Fernwood Tract Will Be Turned Over to Employees For War Crops

The Fernwood Victory Garden tract will once more be available for Highway employees who wish to grow their own vegetables according to a recent announcement by Commissioner Miller.

"The demands which will be made upon America's agricultural production this year will be greater than ever before according to all forecasts," said Mr. Miller. "The Fernwood Victory Gardens have produced large amounts of vegetables during the past two years and I am sure that there are many who will want to take the opportunity of growing their own crops again in 1945 and in this way materially aiding the war effort."

Ten Year Club's Spring Meeting Set for Apr. 17th

Preliminary plans have been completed for the Ten Year Club's Spring Meeting, which will be held on Tuesday Night, April 17th, at the Enterprise Fire Hall, Klockner Road, Hamilton Township, which was also the scene of last year's meeting.

Full details will appear in a later issue, but one feature of this year's meeting will be a novel arrangement regarding the sale of tickets. Due to rationing, it is imperative that it be known definitely some days prior to the meeting just how many plan to attend the buffet luncheon which will be served. For this reason it is planned to sell two sets of tickets, one of which will entitle the holder to attend both the buffet luncheon and the meeting and entertainment afterwards, and the other for the meeting and entertainment only. All tickets for the luncheon and entertainment will have to be purchased and paid for by April 10th so that definite arrangements for the food can be made. Tickets for the entertainment and business meeting alone will be available up to the night of the dinner. So remember, if you want to eat, get your ticket early. \$2.00 for the works; \$1.00 for the meeting and entertainment only.

ELECTRICAL FLASHES

John Kilpatrick

Don Henderson just received a letter from Jerry Iannaccone, EM 1/c, bridge operator at the Little Ferry Bridge prior to going into service. Jerry is in the Marianas Islands and says it is so hot that they work bareback and go swimming several times a day. (Note: The letter arrived when the temperature in the office was 52.)

Lt. John J. Taylor, former Traffic Enumerator, now with the 405th Infantry, has been seeing service in the battle of the Belgium bulge. This information reaches us from a letter received by Joe Hunt.

Frank Harris of Building No. 20 informs us that his daughter, Grace, was married on January 15th to Sgt. A. F. Zoda of the U. S. Marines, who returned to the States for his wedding after 32 months in the South Pacific.

Dick Goldy of the USN has been transferred from Staten Island to Norfolk, Virginia.

Louis Unverzagt is recovering from his attack of sciatica and is expected to return to work in the near future.

February brings birthday greetings to the following: Jerry Iannaccone, Harry F. Connell, Richard D. Goldy, Robert Anderson, Frank P. Ball, Reg. K. Bowen, Albert Britton, Robert Campbell, William Crawford, Edward W. Downs, Dorland J. Henderson, Charles E. Hine-line, Harry Howe, Joseph R. Hunt, Harold J. Lloyd, Salvatore Marc-sca, William J. Mott, George Mutzer, Jeremiah O'Brien, Frank Shuster, Frank V. Walsh, George Walters and Lewis Worrall.

Construction Comments

Fred C. Claus

Woodylyne

M/Sgt. James R. Flynn paid the office a visit during a recent furlough. Jim is at present stationed with a field artillery unit deep in the heart of Texas. He has already rounded out 4 years with the Army.

Henry Thomas, a member of the Coast Guard Reserve, is studying navigation. He recently was assigned a problem with place of beginning, course and length of trip given. When he anchored his hypothetical craft he found that theoretically it was in the middle of an island. Two days checking failed to move the craft and it finally took the professor to discover that he had given the sailing time as one hour too long.

Walter Reeves, who grows the largest turnips in this section, passes on the following tip to Victory gardeners: Transplant the plants when they are very young and space them far enough apart to allow for proper growth.

Stories of the hunting season still come in. There is one about Paul and Wayne Tusing. It appears that Paul shot a deer from his perch in a tree. Drawing his knife, he ran to where the deer fell, only to see it rise and scamper off thru the woods. A shot hurriedly fired in the general direction of the retreating buck was only wasted.

Perth Amboy

J. E. Dederick, Resident Engineer, suffered a heart attack on January 15th. After spending some time in an oxygen tent in the Point Pleasant Hospital, he is now on the road to recovery at his home.

T. E. Olsen, Assistant Engineer of Survey and Plans, is the proud possessor of a brand new set of upper and lowers—to say nothing of a dazzling smile. "Olie" claims he could even eat steak if he could get it.

William Harris ducked one of the hardest portions of the winter by entraining for Florida on Feb. 1st. He plans to spend a month at St. Petersburg.

Word has been received to the effect that Major Howard F. Koons has been promoted to the rank of Lieut. Colonel. He is serving at present as a battalion commander with the 1318th Engineer General Service Regiment in France. Col. Koons has been kept busy rebuilding bombed bridges, building hospitals, prisoner of war cages and clearing mine fields. We send our congratulations.

Charles F. Smythe reports that his daughter, Ruth, 23, Navy nurse with the rank of ensign, has been transferred to the U. S. Navy Hospital at Camp LeJume, N. C.

Trenton

The welcome sign was out for Frank Armstrong who, after 15 months in service, has returned once again to the drafting board. Frank spent most of his time in the South Pacific aboard merchant ships bringing supplies to our Armed Forces on the many islands they occupy. At the time of his release, Frank had risen from 3rd Mate to Master of large cargo ships. During his travels he made many paintings and sketches.

Projects Paragraphs

E. L. MEYER

Bob MacMullin stops in the office occasionally and on one of these recent visits he showed us a letter from Paul A. Mills. Paul is now a Commander and as such he is now "Skipper" of the Liberty Ship S. S. Samuel F. Miller—and a very busy man.

Captain John Thomas has been stationed in Paris and has enjoyed several shows and operas. However, what he doesn't enjoy is the lack of heat and the five days per week when there is no hot water.

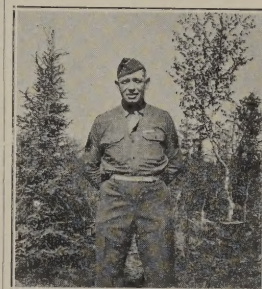
Ernie Topping, who is still on Tinian Island, didn't last long as Chief Warrant Officer—he's now a Lieutenant, J. G. Congratulations.

Major "Jim" Sampson, who will be remembered as a former employee of the Projects Office, was recently heard from. He was in Luxembourg just before the big battle.

Maintenance Notes

GENE BECKNER

It would be hard to find anyone in the Maintenance Division who will be anything but glad when the curtain falls on the 1944-45 snow removal season. The severe snow storms during January coupled with the frigid weather created state-wide conditions which have kept our maintenance crews hopping just about 24 hours a day. The heavy snow has been concentrated principally in the northern section of the state, but the hazardous icy conditions were general and have required an almost constant alert. All of our crews have performed exceptionally well, particularly in view of the short-handed conditions under which many of them are operating. By way of encouragement just remember, fellows, although many are called, few are frozen!



WILLIAM GARRISON

William "Skip" Garrison is one of our men who saw service early in the war and who enjoys being back on the job doing yeoman service with Foreman Bill Conti in the North Jersey sign crew. During his service days Skip saw many parts of the U. S. and Alaska.

Capt. George McCann has arrived safely back in Iran after his sojourn here in the States. He sent us a picture of a typical Arabian beauty which rivals some of those which Jack Carr, Jr., sent us from the South Seas.

Slipping on the icy pavement near his home in High Bridge recently, Vincent Meade of Foreman George Fitzer's institutional road crew, fell and broke his left leg. From the number of people who have suffered injuries during the icy weather, it seems to us that there should be some kind of an organization called "Disabled Veterans of the Winter 1944-45." Maybe you can get it started, Vince. As your first customer you might try Charlie Kuhn, of Mr. Howell's office, whose injury is reported elsewhere in this issue.

Tony Kuhn's son, Bill, quarter-master second class, USNR, attached to a PT boat in the Southwest Pacific, has been awarded the Purple Heart for injuries received in action against the Japanese in the Philippines. A recent newspaper account of the award indicated that Bill was injured aboard his PT boat while it was participating in the battle of South Leyte Gulf October 25. During young Bill's 8 months in the Southwest Pacific he has taken part in 14 combat patrols in enemy waters.

"Stogie" Storer has good advice for his bowling team; to wit, "Hit the head pin!" He had better start talking to himself, however, for the other night after starting off with a double strike, he wound up with the ignominious score of 95.

Jimmy Walter has returned to work after a flying trip to Rochester, Minn., for a check-up. After listening to the subterfuge to which Jimmy had to resort to get a seat on a train from Chicago, I think we will all do well to heed the government's request to refrain from traveling.

Cpl. Charles Doherty, formerly of the Trenton Office and now stationed at Indianapolis, Ind., with the Army Air Corps, was a recent visitor at this office. We found Doc his inimitable self as he and Norm Horner resumed their customary dueling with words.

Capt. Lewis W. Klockner, Jr., son of Supervisor Lew Klockner, was recently awarded the Bronze Star for extraordinary achievement in malaria control work in Africa, Italy and Corsica. Young Lew,

BRIDGE BRIEFS

A. J. LICHTENBERG

With the increasing "Brown Out" of social activities it is felt that our friends in the department and in the armed services would be interested in a few briefs with emphasis on office preparation for post war construction. Under Morris Goodkind's direction and L. C. Petersen's immediate supervision current job assignments follow: Marcell Ludasay—Checking substructure plans for Route 49—Maurice River vertical lift bridge at Millville . . . C. P. Smith detailing deck plans for Route S-3 Passaic River Bridge . . . R. B. Titworth designing approach spans and substructure for Passaic River Bridge, Route S-3 Rutherford . . . J. H. Patrick, detailing East abutment for same structure . . . R. E. Simon, designing 62 ft. span encased I beam bridge Route 44 N. B. overpass at Route 45 S. B. . . Sven Hedin designing new steel pile trestle to replace bridge over Brigantine Bay, a recent storm casualty; and river piers for lift span for Route 25-A Passaic River Bridge at Newark . . . J. M. Furry, detailing and tracing structural steel and deck span for Route S-3 Passaic River Bridge . . . W. H. Spencer, detailing West Abutment for Passaic River Bridge . . . A. H. Stetser and C. D. Weller estimating construction quantities for post war projects . . . P. H. Burch checking layout and design for complicated Route 28 W. B. under Route 30 S. B. bridge at Annandale relocation . . . W. C. Umberger designing 32 ft. R. C. arch carrying Route 28, Section 23 over Beaver Brook at the Annandale relocation . . . C. M. Fox, designing girder span bridge over entrance road Camden—Route 29, Sec. 1-D . . . A. J. Lichtenberg, architectural studies and details for frame bridges Route 25, and bridge on Rt. 29 Sec. 1-D, Entrance Road, Camden . . . G. A. Heffernan, detailing approach spans for Cape May Canal Bridge, Route 4, Section 45 . . . J. F. Evans, preparing architectural details for abutment, railings, lighting, etc. Route S-3 Passaic River Bridge . . . F. C. Dileo, Principal Clerk; Stae Kan-yuh, Stenographer and Harry Lef-ferson, Division Auditor engaged in preparation of distribution of annual expenditures; completes the office personnel.

who was formerly an attache of the State Health Department, has been doing a grand job in protecting the health of our boys overseas and he and his associates the world over can't be commended too highly. He has many friends in the Highway Department.

Oliver H. Bearce, foreman of Maintenance Sign Painters, has been off on the sick list for the past four or five weeks. He is improving rapidly and is expected back to work some time this month. Best of luck, Ollie.

Word has been received from Pfc. Harry Stilwell, formerly employed with Jack Carr, Jr., in the white line gang, that he is now stationed in England. We regret to report that he has not been receiving The Highway regularly, but we promise to remedy this promptly. If any of his friends care to write, Harry's new address is Company C, 717 Tank Bn., APO 649, c/o P. M., New York, New York.

Fulton Bonner, who, after 20 years with Foreman Walter Horner on a bridge maintenance crew is now an Assistant Foreman in charge of a section of Route 42, announces that he is the father of twin boys born on Feb. 11th. Both the twins and Mrs. Bonner are doing nicely according to latest reports.

Thomas Cody

Thomas Cody, an employee of the Purchase and Stores Division of the Fernwood Service Station, passed away in his sleep on Friday, January 26th at his home at 984 Southard Street, Trenton. He had been with the Department since July 22, 1930. Formerly a Maintenance Division employee, he had transferred to his present work in May, 1943.

Mr. Cody, a veteran of World War I, is survived by his widow, Mrs. Mary Cody, three daughters and two sons, one of whom is serving overseas with the Army. To these survivors THE HIGHWAY extends the sympathies of the entire Department.

Here's Proof



ARMAND INNOCENZI

Armand Innocenzi gives us the following proof that he doesn't get "buck fever." Accompanied by Edmund Storer—brother of Maintenance Supervisor Earl Storer—a Mercer County Engineer—Herman shot this 175-lb beauty at Cookstown.

Anton Sends Appreciation to Many Friends

Leon Anton, who for over 20 years drove Division Engineer Harry D. Robbins, writes from Glenn Gardner where he is undergoing treatment, to thank his many friends for their kind remembrance in the form of a check he received some while back.

Leon states that his condition is as good as could be expected and is hopeful that a contemplated operation will do much toward returning him to health. He wishes it understood that the thoughtfulness of fellow employees has done more than they would ever know to help him in his present fight to regain health.